

EDMONTON BULLETIN.
(THURSDAY.)
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FRANK OLIVER, — PROPRIETOR.
EDMONTON BULLETIN, DECEMBER 30th, 1907

THAT RATE REDUCTION.

While there may be nothing very practical in the recent reduction in the wheat rate between Fort William and Montreal to 20c per hundred pounds it is very valuable as a basis of comparison and argument. For instance, if 20c per hundred for 1000 miles is a fair rate what is to be said of the existing 17c rate for less than 400 miles between Winnipeg and Fort William? Or again: If 20c per hundred is a fair rate for 1,000 miles where is the impracticability of carrying wheat from Winnipeg to Fort William at 10c per hundred, as proposed under Mr. Greenway's Duluth railway scheme? Or again: If a reduction of 8c per hundred on 1,000 miles can be secured without cash payment, what becomes of the value received in a 3c reduction in consideration of the payment of \$3,500,000 towards the Crow's Nest pass railway? Or yet again: When the railway rates of the west have been reduced to the full amount of 3c per hundred provided for by the Crow's Nest agreement the rate per mile between Winnipeg and Fort William will still be a half higher than the rate between Fort William and Montreal. The Globe, faithful cur of the C. P. R. as it now is, answers these questions by the insinuation that the 3c reduction does not mean anything. If it does not mean anything why has it been made, and the hardships of monopoly in the west thereby shown up in a more glaring light?

FORCE, NOT JUSTICE.

The news that the mounted police force in the Yukon is to be increased from 90 to 250 men seems to indicate that the Canadian government intends to depend upon force rather than justice in that region. If the history of the mining regions of British Columbia is to be considered as any guide in the matter a very small number of police is sufficient for the support of law and order in the Yukon, provided the laws are based upon principles of justice. If the laws are not based upon justice then a military force is needed, and that is what the Canadian government apparently intends to supply. Let the taxpayers of Canada understand the position squarely. The unreasonable nature of the mining regulations are the only cause for such a large force of police in the Yukon. The cost of support of this number of men will be enormous. For the first year or two not less than \$2,000 per man, or a round half million dollars per year. This will absorb ten per cent. royalty on a yearly output of \$50,000,000. Without the effort to get the royalty the police would not be necessary in such numbers. When the conditions of the country are taken into consideration even if the yearly output should reach fifty millions there is not the remotest probability of the full amount of the royalty being collected by 250 men; even if the attempt to collect does not render necessary the employment of many more men and the expenditure of many more millions of dollars. This expenditure is rendered necessary not by the conditions of the country, but by the policy of the government.

The Toronto Globe is increasing the indebtedness of the west to its management by the able manner in which it ignores the possibility of making the development of the Yukon mining region contribute to the development of the adjoining agricultural regions of the Saskatchewan valley. In a recent article headed "Routes to the Klondike" it carefully avoids any mention of an interior route. It has entered fully into the work of manufacturing public opinion in favor of government bonuses to the Stickeen railway; as it was doing this time last year in regard to the Crow's Nest pass railway. It got away with the boodle that time and possibly will be successful this time. There is a difference in the two cases however. The Crow's Nest pass railway aided the material development of the west and therefore had the support of all

friends of the west. The Stickeen railway will divert trade that should benefit the Canadian west and therefore the Canadian east to the Pacific states and cities of the United States; unless the interior routes which the Globe systematically ignores are correspondingly improved.

THE MERIWETHER FAKE.

On December 8th the Chicago Tribune had the following, under blazing head lines: "Five Chicago men are imprisoned in the ice and snow hundreds of miles beyond the last point of civilization in the Northwest Territory. The condition of the men is precarious in the extreme. A relief expedition, provision for which was made in Chicago yesterday, will undertake to rescue the Chicagoans and bring them back to civilization."

"The names of the men thus dangerously situated are:

W. H. Best, 425 West Eighteen St. F. C. Stevens, 159 West Fifteen St. Moses Leibman, 424 South Wood St. J. E. Enright, clerk in the office of the president of the Chicago, Milwaukee, and St. Paul railroad.

Robert Hal, 133 Pearson St. "Frederick Meriwether, who lived with Hall at 133 Pearson street, was one of the party. He volunteered the last week in October to attempt to make the trip to civilization overland and get relief to his comrades. After a journey of eighteen days' duration, with the mercury at times 48 degrees below zero and with no shelter at night save such as a niche in the rocks and his blankets might afford, he reached Athabasca Landing. Meriwether, who is an old miner, was four days without food while making this trip. He secured transportation to Edmonton and from there came direct to Chicago to make arrangements with the friends of his comrades to send out a relief party. These arrangements were completed last night."

"There came from Edmonton with Meriwether Daniel Noyes, a fur trader, who for thirty years never left the Northwest Territory. He came to make arrangements to conduct parties in the spring overland to the Klondike region, but as he has traded over every foot of the ground between Edmonton and the Arctic and knows the country thoroughly winter and summer, he laid out the plans and the route for the party of rescuers to take, and with his son, Robert Noyes, also a fur trader of long experience, to command the party."

This tale of woe was duly embellished with a picture of the Chicago party and of Mr. Noyes in the regulation fur suit "who will direct the relief party." Naturally the friends of the members of the party remaining in the north were very much exercised over this apparently authentic news about the unfortunate predicament of the party. Unfortunately Messrs. Howell and Beck, who had brought Meriwether up to Athabasca Landing, had left on their return to their winter quarters before the news of the fraud Meriwether was attempting upon the friends of the party in Chicago reached here, so that their word could not be brought to bear to contradict his outrageous statements. However, F. A. Swift, who recently came in from Athabasca Landing, and who left camp five miles above Pelican rapids and 175 miles from the Landing three days before ice began to run in the river. They could have gone on further, but Clutter decided to winter there. After winter set in it became apparent that the country had been cleared out of fur in the preceding winter, as the number of empty shacks testified, and consequently having nothing to do Swift decided to return to Edmonton. As already stated he left Clutter's camp on December 8th, alone, dragging his outfit of about 125 pounds weight on a light flat sleigh and reached the Landing on the 14th, six days out. As the Meriwether party were only 50 miles further down the river, if they were in want of anything they could easily send out for it at any time after the winter. Especially as parties are wintering all along the river. Reed and Bell, of Calgary, are at Howse river, only ten miles above Grand rapids. The Danish party from Chicago are at Pelican rapids, 35 miles further. Clutter is five miles further. The Norwegian party from Chicago are about 40 miles further and the Hamilton party 60 miles further, about six miles from the Landing. The travelling on the river in good and Swift had no difficulty in making 20 miles a day, in fact travelling on the ice as fast as he went down stream in his boat in the fall. He counted thirteen deserted cabins along the river and saw one Indian camp. All the parties were fully provisioned and were getting fish. The Danes were purchasing white fish from Wapiscow, and the Norwegians and Hamilton men were catching as many fish in the river as they required. The fish were whitefish and perch, some of the latter weighing ten pounds. At the mouth of La Biche, river 40 miles below the Landing, Swift met Howell and Beck, who had brought Meriwether to the Landing, returning to Grand rapids hauling their camp outfit and food on flat sleds. They made no complaint about scarcity of provisions or dissatisfaction with their situation on the part of Meriwether's party.

Swift is emphatic that the Meriwether party is all right for the following reasons:

1. They took down the river ample supplies.

2. They did not ask for help although they had the opportunity; therefore they did not need it.

3. If they needed help or more supplies they could come out and get them without any serious difficulty or hardship.

This should set at rest the fears that were naturally aroused in the minds of the friends of the party by Mr. Meriwether's fairy story, told apparently for the chief purpose of getting himself prominently into print. And if that is not enough a police party carrying mail left Edmonton on December 15th, who would visit this and all the other parties along the river and if any need relief would see that means were taken to inform their friends of the fact.

HELPMAN & Co.

Traders are hereby requested not to supply any goods to the employees of the above Company unless on the written or personal order of Capt. O'Brien or Mr. C. G. Bauer, Hon. Treas.

THE STEPHEN AND JENNER PARTIES.

Geo. Sutherland, of Spruce Grove, who lived for some years at Fort Liard and Fort Nelson on the Liard and Nelson rivers says that while he was in the service of the company men used to take about 16 days to track the loaded York boats up stream from Fort Simpson on the Mackenzie to Fort Nelson on Nelson river, a distance of 360 miles, between 21 and 22 miles a day. The crews numbered nine men and the boats were loaded with from seven to nine tons. Four men of the crew took on the tracking line. At this rate the Stephen and Jenner parties, who had joined forces at Simpson and started from there up the Liard on Sept. 18th, should be wintering some place between the mouths of the Nelson and Dease tributaries of the Liard. It is not likely that the Liard closed before Nov. 1st. This would give them 45 days, or say 40 days at say, 15 miles a day. This would bring them to the foot of the canon of the Liard, three hundred miles by river above Simpson, in 20 days, or on the 8th of October. Allowing two weeks for the 35 miles of the canon ending with a four mile portage they would be at the head of the worst of the navigation on the Liard not later than October 22nd. They would then have 40 miles of good water, followed by a two mile portage, the Bruie. There they are in the known to be rich gold bearing region, which extends all the way to and beyond Dawson City, and less than 200 miles from Pelly river. If they winter there they can start in open water early in May for Pelly river with no difficulty in the way except the canoe route of 50 miles from Francis lake to the Pelly, if they wish to cross over to that stream.

Mr. Sutherland says that Sam Wilkinson, who is well remembered at Edmonton, mined for one or two seasons on the Liard at the mouth of the Nelson and made good pay; but provisions were so scarce and short that he finally gave up and came out to Edmonton, where he mined on the Saskatchewan for many years. Mr. Sutherland also says that he has been credibly informed that coarse gold has been found in paying quantities on the Liard below the canon at the site of the abandoned Todd fort of the H. B. Co.

Furs Furs Furs

Jos. Ullman & Co., of St. Paul, have recommenced fur buying for the coming season at their old stand.

THOS. HOURSTON,
214 Representative.

G. W. R. ALMON.
Real Estate, Fire and Life Insurance Agent,
Bulletin Block, Edmonton.
COMPANIES REPRESENTED:
London & Lancashire Fire Insurance Co.
Harold Fire Insurance Co.
Imperial Life Assurance Co.

ARTHUR COASKE, (LATE OF CHICAGO)

Fashionable Tailor and Furrier,
Has permanently located in Edmonton. Ladies' coats and capes made in the latest styles, also furs made up into Capes, Muffs, Cuffs, Caps, etc. Furs repaired and remodeled in satisfactory manner.

SPECIAL ATTENTION GIVEN
TO THE YUKON TRADE.

Next door east of Telegraph Office.
Orders for the south Edmonton Tannery received.

COAL!

Of first class quality \$2.50 per ton delivered. Cash on delivery, no exceptions.
J. MILNER.

THE ONLY GENUINE...

Klondike Flat Sleigh
Manufactured in Alberta, also JUMPERS of all styles and sizes at the City Carriage Works. We have complete transport outfit for winter travel and will furnish you with Flat Sleighs and Harness complete in every detail.

CITY CARRIAGE WORKS,
JOHN KELLY, PROPRIETOR.

The Edmonton Flour Mills - -

The undersigned beg to notify the public that they have leased the above flour mill from D. R. Fraser for the season. The machinery has been recently overhauled and put in first-class shape and they are now prepared to do first-class work.

GRISTING & CHOPPING
Done on short notice.

J. S. MCCALLUM,
P. BLANCHFORD.

: DRINK THE :
SOUTH EDMONTON

BREWING COMPANY
Lager, Porter & Ales

THEY ARE UNEXCELLED.

The Family Trade Solicited and Supplied
Direct from the Brewery.

P. O. Box 192 Telephone in connection.

AGENTS—Frank Marling is agent at Fort Saskatchewan, and J. D. Renault is agent at St. Albert. James Goodridge is agent at Edmonton.

Lager and Porter may be purchased from the above agents at same price as is charged at Brewery. Kegs must be returned when empty to the agent from whom they were purchased. Any person or persons selling kegs or defacing name on same will be prosecuted.

A Good Opportunity

TO PROCURE

Good Clothing Cheap

DURING THE HOLIDAYS.

Having made arrangements for one of our representatives to go to Montreal for the purpose of buying fresh stock, etc. we are desirous of reducing our present VERY LARGE STOCK OF CLOTHING and in consequence will offer to the public the

PICK OF 250 SUITS.

Comprising all kinds and qualities of Men's Suits, upon which we will make LARGE REDUCTIONS.

Give us a trial and you will be fully convinced that we are carrying out what we advertise.

Sigler & Cristall

CHEAPSIDE

Next to MacDonald's Drug Store.

Carriage AND Repair SHOP.

QUEEN STREET, EDMONTON.
(In rear Jas. McDonald's shop)

SEE MY.

Klondyke Toboggans and Flat Sleighs at reasonable prices. Repairs of all kinds on the shortest notice.

Low prices is my motto. Come and see me
JOS. BOUGIE.

TOWN PROPERTY FOR SALE.

Also Selected Improved and Wild

Grain and Grass LANDS.

Well Wooded and Watered, some including

COAL AND GOLD MINES

AT

COWIE'S

LAND, MINING & INSURANCE

AGENCY,

EDMONTON, ALBERTA.

Buy before the Boom beginning at Edmonton, as the Farm Base of Supply for the Kootenay and Cariboo, the Peace, Liard and Mackenzie River and the

Yukon Gold Fields.

SLEIGHS! JUMPERS! Flat Sleighs

150 Toboggans or Flat Sleighs on hand, also Jumpers and Sleighs, Horse and Dog Carriols, Etc.

J. WALTER,
Upper Ferry Crossing,
EDMONTON. ALBERTA.

Watch for

J. Looby's

Harness

Advertisement

Next Issue.

NOTICE.

Notice is hereby given that on the 8th day of Jan. next, at the hour of 2 o'clock in the afternoon, at the Notre Dame de Lourde school house, four miles east of Fort Saskatchewan, there will be offered for sale by public auction in accordance with the terms and provisions of the school ordinance of the Northwest Territories, providing for the sale of land for arrears of school taxes, the following lands situated in Notre Dame de Lourde school district No. 234: The west half, section 35, township 54, range 32 (20 acres).

1894, for taxes, \$19 20
1895, for taxes, 12 00
1896, for taxes, 12 00
1897, for taxes, 12 00
Interest 3 48

Total, \$58 68

OMER GOUGH,
Treasurer.

..ENGLISH GOODS..

I have pleasure in directing attention to the Enormous Consignment of British Goods just opened at the Manchester House. Having purchased for cash on specially advantageous terms, I have secured some great bargains, in which all purchasers at the Manchester House will participate.

Make a point of securing some of the Lovely Dress Materials so suitable for evening wear, at from 25c. per yard and upwards.

Special attention is directed to some unusual bargains in Ladies' Flannelette Underwear, Hosiery, Scotch Wools and Shawls.

Long Silk Gloves (36 inches) all shades.

Also a very complete assortment just received from the leading eastern houses in Ladies' Fur Coats and Capes, Cloth Jackets, Fur Caps, Muffs and Collars, Men's, Women's and Children's Boots and Shoes, Rubbers and Overshoes, Warm Woollen Underwear, Fur and Cloth Caps, Mitts, Gloves, Moccasins, Overalls, Etc. Etc.

Terms Strictly Cash. Positively no exceptions.

W. JOHNSTONE WALKER,
... THE MANCHESTER HOUSE.

NEW

..Hardware Store..

McLEOD'S NEW BLOCK.

Our stock not yet being complete, we cannot give you everything you may ask for, but we will be pleased to have you call and examine our goods.

To Prospectors' Supplies we have given special attention.

Tinsmithing and Jobbing

Our Workshop is now complete and we are prepared to do all kinds of work in this line.

FURNACE WORK A SPECIALTY.

Prompt attention given to orders for import.

J. L. JOHNSON & Co., Edmonton.

Two Cottages and Four Main St. Lots

FOR SALE.

(1) One or both of the cottages opposite the residence of D. W. Macdonald on McDougall Street.

(2) Lots 19 and 20 on Jasper Avenue in River Lot 6, commencing 50th. west of the Massey-Harris warehouse; will be sold in lots from 25ft up to 100ft as desired by purchaser. For terms apply to

H. C. TAYLOR, Barrister,
OWNER'S AGENT.

TELEPHONE

Baldwin & Goodridge

For first class Coal. \$2.50 per ton. No credit.

M. McCAULEY,
Cartage, - Livery,

FEED AND SALE STABLES.

First class Rigs. Good Drivers

All kinds transient teaming promptly attended to.

Contracts made for delivery of Stone. The best Building Sand in town for sale.

M. McCAULEY, Proprietor.

COAL!

Of first class quality \$2.50 per ton Cash on delivery.

WM. HUMBERSTONE.

HOTELS.

ALBERTA HOTEL, Edmonton.—The above well known Hotel having been recently enlarged and improved, now under the management of Jackson & Grieson, is prepared to offer the best accommodation to visitors and the public generally. Table unexcelled. Good sample rooms. Livery in connection. Bus meets all trains.

JACKSON & GRIERSON, Props.

JASPER HOUSE, north side of Main street. The only brick hotel in Edmonton. The largest house in Northern Alberta. First-class weekly and daily board at reasonable rates. Consistently sample rooms in connection. Also first-class livery and feed stable.

J. GOODRIDGE, Proprietor.

QUEEN'S HOTEL, Edmonton. Strictly first class in every particular. Free bus meets all trains. Free sample rooms.

NEVILLE WHITE, Proprietor.

BUILDING.

JAS. McDONALD, Builder and Contractor. Sashes and Doors on hand and made to order. Plans and estimates of buildings furnished. Office and shop junction Jasper avenue and Main street. P. O. Box 107. JAMES McDONALD.

LEGAL.

BOWN & ROBERTSON, Barristers, etc., Bow

LEVIN BLOCK.

J. C. F. BOWEN. HARRY H. ROBERTSON.

W. M. SHORT, ADVOCATE, NOTARY, etc.,

Office Cameron Block, Edmonton.

Company and private funds to lend.

H. C. TAYLOR, M. A., LL. B.

Barrister, Advocate, Solicitor, Notary, etc.,

Office in Imperial Bank Block, Edmonton, Alberta.

BECK & EMERY, ADVOCATES, NOTARIES

FOR DEFENSE, BANK OF CANADA

N. D. BECK, Q. C.

Growth Promoter.

Company and private funds to lend

P. L. McNAMARA, Advocate, Notary, etc.,

over Jacques Cartier Bank, Edmonton, N.B.

DENTAL.

H. GOODWIN D.D.S., L.D.S., S.D.S.

DENTIST, Main Street, Edmonton, Alberta.

OFFICE—Imperial Bank Block.

W. WILSON, L.D.S., Surgeon Dentist, (Dent)

Parish Block, South Edmonton. Telephone

MEDICAL.

H. C. WILSON, M.D. Temporary Office at Dr.

McName's, Fraser Avenue. Office hours, 10

to 12 a. m. and 6.30 to 8 p. m. Residence, corner

Hardisty Avenue and Sixth Street. Consultation

hours 1 to 5 and 7 to 9 p.m. Telephone at office

and residence.

H. L. McINNIS, M.D., C.M. PHYSICIAN AND

ACCOCURATOR. Office, Fraser Avenue.

EDMONTON.

E. A. BRAITHWAITE, M.D. Office at Buchanan

Third street, south of new H. B. Store. Telephone

connections.

J. D. HARRISON, M.D., C.M. Special attention

to Eye and Ear. Office and residence corner

Fifth street and Victoria avenue, next door east of

Land Office, Edmonton.

P. ATYEN, M.D., C.M., McGill University

Physician, Surgeon, Accoucher, etc. Office

and residence, Fort Saskatchewan, Alberta.

ACCOUNTANT.

A. McNICOLL, Accountant and Commission Agent

OFFICE—Imperial Bank Buildings. Agent for

J. & J. Taylor's sales.

EDMONTON DYE WORKS

—F. Mayerhofer, —

PROPRIETOR.

Near Electric Light Works.

All orders promptly attended to and special

work guaranteed.

Christmas day was celebrated in the district in the good old way. The children were up early to find their stockings. No doubt many guesses were indulged in as to what bulged out so much at the heel or the toe and many were the delighted faces that greeted their parents after the stockings were emptied.

Many family parties spent the day in feasting and games. Turkey and plum pudding were thoroughly enjoyed and the day was pleasantly whiled away in games, music, drives, conversations, etc.

Rev. Canon Newton's Xmas tree on Xmas eve was much appreciated by the children.

Mrs. Powell has gone to live with her son, Kingston Powell, in San Francisco, S. D.

Mrs. Cummings, 87, is seriously ill. Dr. Harrison is in attendance. Joe Fielders is slowly getting stronger. Joe Fielders is in bed with a very bad cold. Mrs. Plimley, Mrs. Whiteley's mother, died on Sunday, 19th ult., and was buried on the following Tuesday.

I am asked to say that the Poplar Lake social and Xmas tree, advertised to come off on Thursday, Dec. 30th, has been postponed. It will come of probably Feb. 2nd, Dec. 27, '97.

SOME NORTHERN MISSIONS.

N. Brissette, of Egg Lake, returned on Tuesday last from an extended trip of eighteen months duration to Lesser Slave lake, Peace River and Wapiscow, where he had gone to erect and repair several buildings belonging to the several Roman Catholic missions at those points. At Lesser Slave lake, where the St. Bernard mission is, he built a convent for the sisters of Providence. The new building is 72x80 feet, three stories high, and made entirely from sawn lumber prepared with whip saws. There are at present ninety children, principally half breeds and Indians, receiving instruction at the mission. The climate appeared to be favorable to agriculture, as all kinds of garden produce grew well and gave a large return in proportion to the land cultivated. The total amount of land under cultivation was small; the mission having about 50 acres sown with wheat, oats and barley. The staple article of diet among the natives at the lake is white fish, which are caught in large quantities in the lake. The mission alone had 20,000 fish prepared for winter consumption.

From Lesser Slave lake Mr. Brissette went to Peace river to finish the interior of the St. Augustine mission situated at the junction of the Smoky and Peace, 80 miles from Lesser Slave lake. The mission there also had fifty acres under cultivation and the growth was naturally much the same as at the St. Bernard's mission. The Indians and halfbreeds were anticipating a poor fur winter and on that account had gone somewhat into the cultivation of potatoes in order to have food for the winter should the fur catch prove as poor as was expected.

Mr. Brissette spent three months at the mission of Augustine and then proceeded to Wapiscow, returning to Lesser Slave lake en route. Wapiscow lies 250 miles northeast of Slave lake and the trip from the lake occupied eight days, the communication being by a pack trail which passes for the entire distance through a country largely composed of swamp and muskeg. A new church 52x22 with a 60 foot steeple was erected at Wapiscow. Here as at Lesser Slave lake the living is principally fish, though grain and potatoes are grown in small quantities. One man, Chas. Houle, had 20,000 fish stored for winter.

Mr. Brissette accompanied by Chas. Houle, jr., came from Wapiscow to the Landing with two dog trains in four days and a half and from the Landing to his home by team.

A London, England, despatch, of Dec. 10th, says: The shares of the British-American corporation will be issued tomorrow. The capital stock of the corporation was \$1,500,000. The shares of the corporation were dealt in on the stock exchange to-day at 1 1/8 premium. The Marquis of Dufferin is chairman of the corporation. The assets of the company include taking over the Alaska Commercial Company and a number of claims in the Klondike.

NOTICE

Is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company with power to construct, maintain and operate a railway or tramway from a point on the northern boundary of British Columbia to a point on the southern boundary of the Province of British Columbia, and to acquire lands, houses or other aids from any government, municipality or other persons or bodies corporate; and to make traffic or other arrangements with railways, steamboats or other companies; and with power to build wagon roads to be used in the construction of such railways, or in advance of the same, and to levy and collect tolls from all parties using and on all freight passing over any such roads, built by the company, whether built before or after the passage of the Act hereby applied for; and with all other usual necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

Dated at the City of Victoria, Province of British Columbia, this 18th day of November, 1897.

P. A. SCOTT,
Solicitor for the Hudson's Bay and Pacific Railway Co.

NOTICE

Is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company with power to construct, maintain and operate a railway or tramway from a point on the northern boundary of British Columbia to a point on the southern boundary of the Province of British Columbia, and to acquire lands, houses or other aids from any government, municipality or other persons or bodies corporate; and to make traffic or other arrangements with railways, steamboats or other companies; and with power to build wagon roads to be used in the construction of such railways, or in advance of the same, and to levy and collect tolls from all parties using and on all freight passing over any such roads, built by the company, whether built before or after the passage of the Act hereby applied for; and with all other usual necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

Dated the 10th day of December, 1897.

A. FERGUSON,
Solicitor for the Applicants.

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company with power to construct, equip, operate and maintain a railway in two sections or divisions, either standard or narrow gauge, for the purpose of conveying passengers, freight and ore (or all divisions) from some point at or near the head of Lynn Canal, thence in a northeasterly direction and through the White Pass, thence by way of Lake Bennett, thence following the said lake to a point on the northern boundary of British Columbia; (2nd division)—and from some point near the northern end of Lake Marsh, by way of the McMillan River and Trail to the Hootch Village, thence with power to the company to build a railway connecting the two said divisions, and with power to the company to build, equip and operate steamers and other boats on the water stretches, between the two said divisions, and other stretches, or proposed railway sections, and to carry on a general transportation business; and with power to construct, equip, operate and maintain branch lines, and all necessary roads, bridges, ways, ferries, wharves, docks and coal bunkers; and with power to erect, operate and maintain telegraph and telephone lines in connection with the said railway for the public, and to acquire water rights and to generate electricity for the supply of light, heat and power, as well for their own use as to sell and supply to the public; and with power to expropriate lands for the purposes of the company, and to acquire lands, houses, privileges or other aids from any government or persons or bodies corporate, and to make traffic or other arrangements with railways, steamboats or other companies; or with power to build wagon roads to be used in the construction of such railways, or in advance of the same, and to levy and collect tolls from all parties using, and on all freight passing over, any of such roads built by the company, whether built before or after the passage of the Act hereby applied for, and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

BODWELL, IRVING & DUFF,
Solicitors for the Applicants.
Victoria, B. C., 28th October, 1897. 7-25

NOTICE

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company with power to construct, equip, operate and maintain either standard or narrow gauge railways for the purpose of conveying passengers and freight from a point on one or other of the branches or prolongations of that arm of the sea commonly called Port Lead into the west coast of British Columbia, to a point at or near Telegraph Creek on the Stikine River, thence to a point at or near the head of Teelin Lake, thence to a point at or near the head of the course as near as may be of the Hootch Village, Lewis and Yukon rivers to Dawson City in the Northwest Territory or to some intermediate point. And with power to construct, equip, operate and maintain branch lines and all necessary bridges, roads, ways, ferries, wharves, docks, and coal bunkers in connection therewith; and with power to build, own, equip, operate and maintain steam and other vessels and boats; and with power to build equip, operate and maintain telegraph and telephone lines in connection with the said railways and branches, and to generate electricity for the supply of light, heat and power; and with power to expropriate lands for the purposes of the company, and to acquire lands, houses, privileges or other aids from any government, municipality or other persons or bodies corporate; and to make traffic or other arrangements with railways, steamboats or other companies; and with power to build wagon roads to be used in the construction of such railways and in advance of the same; and to levy and collect tolls from all parties using and on all freight passing over any such roads, built by the company, whether built before or after the passage of the Act hereby applied for; and with all other usual necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

Dated at the City of Victoria, Province of British Columbia, this 5th day of November, A. D. 1897.

HUNTER & OLIVER,
Solicitors for the Applicants.

NOTICE

Is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company to construct, maintain and operate a railway or tramway from the head of Miller's canon to the Dominion of Canada, on the Lewis River, in the Northwest Territory. Also to acquire lands, houses or other aids from the Government of Canada.

GEO. E. KIDD,
Solicitor for Applicants.
Ottawa, Ont., Dec. 9, 1897. 15

NOTICE

Is hereby given that application will be made to the Parliament of Canada at its next session for the Central Canada Loan and Savings Company of Ontario for an Act to enable the said company to carry on business anywhere in the Dominion of Canada and to consolidate, define and declare its liabilities, obligations and powers.

Dated at Toronto, Dec. 1st, 1897.

E. T. MALONE,
Solicitor for Applicants.

APPLICATION FOR LETTERS PATENT.

Public Notice is hereby given that within two months after the last publication hereof in the Edmonton Bulletin, semi-weekly paper published at Edmonton, Alberta, Northwest Territories of Canada, the persons hereinafter named will apply to the Honorable The Lieutenant-Governor in Council for Letters Patent incorporating them under the provisions of "The Companies Ordinance."

1 The name of the Company is to be "The Yukon and Northwest Corporation (Limited)."

2 The objects for which incorporation is sought are:

(A) To prospect for, explore, contract for, purchase, lease, or otherwise acquire, develop or sell either on the Company's own account or jointly with or as agent or in trust for other persons, and either absolutely, optionally, or conditionally mineral lands and other lands for mining purposes and mining locations or interests therein, mineral properties, mining, water and other rights and easements and undertakings connected therewith.

(B) To acquire shares or debentures in any similar company as the consideration for any properties, easements or rights sold by the company to such similar company in the ordinary course of business and to alienate the same at pleasure.

(C) To purchase, construct, acquire, charter, hire, lease, repair, maintain and operate steamships or vessels for carrying, transporting and conveying passengers, goods, freight, mails, merchandise and other traffic on any of the navigable waters within or bordering upon the Northwest Territory of Canada and from any port therein and generally to carry on the business of carriers by water and shippers to do all other things incidental or conducive to the carrying out of all or any of the purposes aforesaid and to the Company's undertakings.

(D) To carry on the business of general merchants, grain dealers, millers, brokers, commission agents, and common carriers, wharfingers, warehousemen, ship and vessel builders and owners.

(E) To acquire any business which the company is authorized to carry on and charge in full mutual profit and advantage and to enter into any agreements or undertakings for such purpose.

(F) To buy, acquire, sell, exchange, lease, mortgage or otherwise deal with real estate or any interest therein and to sell, or any portion thereof, or otherwise deal with all the property, real and personal, or any portion thereof, for all or any of the purposes aforesaid.

(G) To act as agent or trustee for any person or persons, Company or Corporation for the purposes aforesaid or for any of the purposes aforesaid.

(H) And to do and perform all other acts, deeds, matters or things incidental or conducive to the carrying out of all or any of the said objects.

3 The chief place of business within the Territory shall be at Edmonton.

4 The proposed amount of capital stock shall be Five Thousand dollars—divided into five thousand shares of the value of one dollar each.

5 The names in full and the addresses and calling of each of the applicants are as follows: George Langford, Sheriff, gentleman; James Henry Kennedy, land surveyor; Andrew James Clark, broker; Charles Johnson, railway employee; all of the City of London, in the said Province, gentleman.

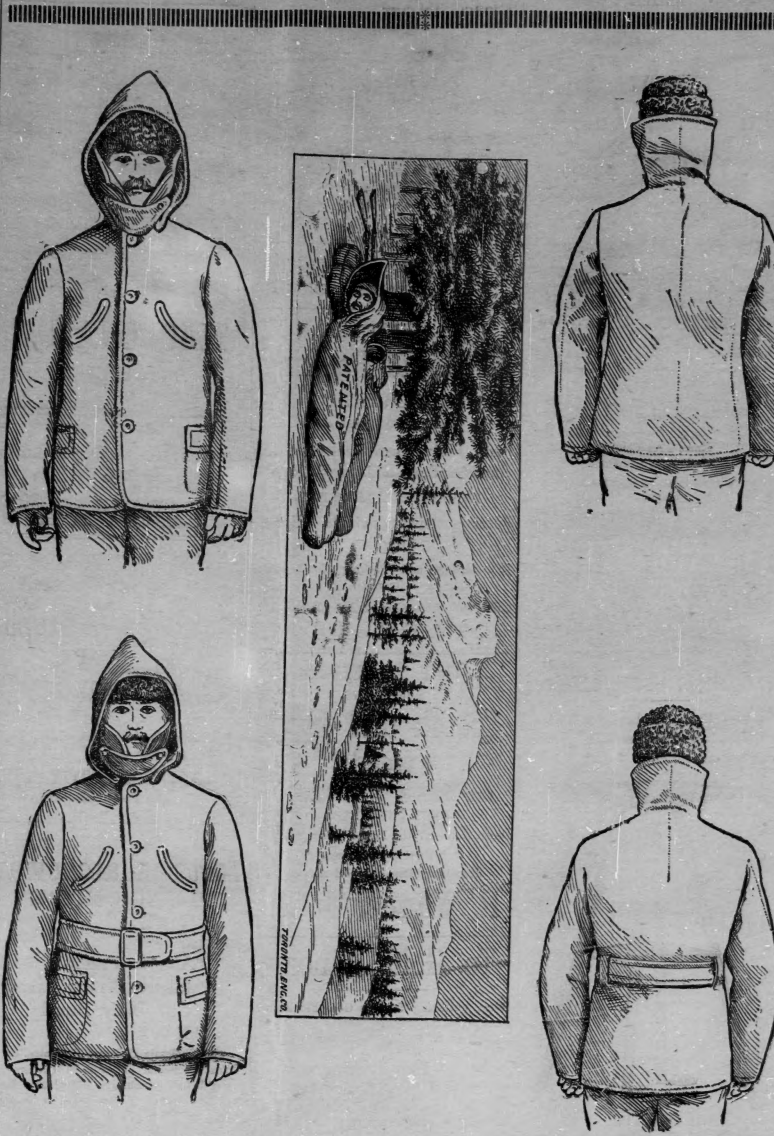
6 The said above mentioned parties are to be the first directors of the company.

G. LANGFORD, SHERLOCK,
First Director in the Bulletin Dec. 2, 1897.

18-17

RANCH

BEAVER LAKE STOCK RANCH, ROBERT LOGAN, Proprietor. Constantly on hand and for sale horses, cattle and sheep. Prices to suit purchaser. Also—Seed oats, barley and potatoes. Cattle brand—"Horsehoe" on rump. Horse brand—"B. L." on left thigh.

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C. W. MATHERS.

The Yukon Trail!

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The Edmonton Pork Packing Co. are now

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house (Donald Ross' old hotel). The highest

market price paid.

W. S. EDMISTON,

Manager.

NOTICE

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate the Pacific and Lewis River Railway Company, for the purpose of constructing and operating a railway and waterway from a point on or near the boundary line between Canada and the United States on or near the Lynn Canal or north thereof, by way of Lake Atcheli, Hootch Village and the Nordanford River to a point on the Lewis River below Five Finger Rapids and thence to Fort Selkirk, in the North-West Territory of Canada; and with power to vary the above route should further surveys of the Company prove it to be advisable; with power to construct docks, tramways, bridges, wharves, and to build and operate steamships and steamboats, telegraph and telephone lines, and to receive from the Government of Canada, or other corporations or persons, concessions of lands, timber limits, mineral rights, money, guarantees and other assistance and aid in the construction of the works of the said Company, and with power to make contracts and arrangements with other railways, navigation and Trading companies; with power also to take and use water for generating electricity and to transmit and dispose of the power therefrom for lighting, heating and motive purposes; also to carry on a general trading business, and to establish and maintain stores and trading posts, also a saw mill and general mining and smelting business, including the erection of saw mills, smelters and concentrators.

R. D. MCGIBSON,
Solicitor for Applicants.

GEMILL & MAY,
Ottawa Agents.

Dated at Montreal this 30th day of October, 1897.

7-23

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FRANK SMITH, Manager.

Telephone S. Moran

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S. MORAN, Edmonton.

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We have recently issued a Folder and Map called "The Yukon Trail. McDougall & Secord's Guide to the Gold fields. How to get there, What to Take, Where to get it." It contains a complete list of Supplies with price list, and a lot of valuable information, including a synopsis of the Mining Regulations. This is for free distribution, and we will be pleased to mail one or more copies to all who may apply.

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